

## AMONG THE AUTOMOBILISTS.

## CHICAGO'S ANNUAL EXHIBITION NOW OPEN.

More of a National Show Than in This City.  
A Licensed and Independent Cars Are  
Displayed—More Than 300 Exhibitors  
Meetings for the Week—Gossip.

Chicago, Feb. 2.—Chicago's annual exhibition of automobiles and accessories was opened this afternoon at 2 o'clock in the Coliseum and First Regiment Armory, and though there was no band of diplomats present to help give the affair a proper send-off, their absence did not seem to trouble the thousands who filled the aisles of both buildings or the salesmen in the booths. With very good reason, Manager S. A. Miles claims for this exhibition the title of "The National Show," as in this city the independent and the licensed automobile manufacturers display their products side by side and not at different times and in separate buildings, as was the case so far as New York city was concerned.

In this respect the show which opened its doors to the public this afternoon is a truly national exhibition, as prospective buyers have the unrestricted opportunity to compare the two groups of machines in the same building or buildings and at the same time while the perturbed New Yorker in search of just the right car for his needs was forced to wait for five weeks after the close of the Automobile Club of America's show before the Motor Show Garden function was opened by dazzled beholders. As was the case last year, there are a great many firms who could not be accommodated with space, though both the Coliseum and armory are filled to their utmost capacity. The Coliseum and its annex on Wabash avenue are connected with the First Regiment Armory by a covered boardwalk built through the alley between Wabash and Michigan avenues, the armory fronting on the latter street.

Of exhibitors of motor vehicles there are 30, though there are more than that many different makes of machines displayed, as several important concerns have three or more kinds of cars. The exact number of exhibitors of parts, tires and other accessories cannot be determined until a stand to stand census has been made, but there will be about 300 of them, with the probability of a larger number, as the show management has given permission to late comers to occupy part of the show space of a regular exhibitor if they can make the necessary arrangements. It is safe to state, however, that there will be more than 300 exhibitors when the count of noses has been completed. Though no such amount has been expended in decorations as was the case at the Madison Square Garden show the two buildings are tastefully dressed for their week's display of all that is latest and best in motor driven vehicles and the numberless accessories that are made for users of them.

No attempt has been made to duplicate the splendors of the Swiss valley type that so many thought were somewhat overelaborate in Madison Square Garden, but floors, walls and ceilings present a fine sight. Green carpet, red bordered, has been laid and statues great and small are to be seen everywhere. A figure of Mercury adorns the front of each booth, and there is a central aisle of ivory tinted pillars and arches topped with automobile designs. There are two kinds, one of a man and a woman in a typical high powered runabout, in which the fair passenger appears to be busy with some of the attachments mounted on the dash, and the other shows a most lovely looking man driving a touring car all by himself. The Chicago show is also a national show in that more American cars are shown here than at any other, there being about a score of firms showing machines in either the Coliseum or armory who were not represented at either one of the New York functions. Several of these firms, who did not go to New York with their products in either January or December, would be strangers indeed to the Eastern public, though their machines are well known and liked in many Western localities by reason of the fact that they are fitted with bigger wheels and have much more road clearance than is necessary for the well kept highways of the Atlantic seaboard.

Several well known imported machines are not shown here, and least one famous American car, the Ford, is not exhibited in either building, though the local branch house on Michigan avenue will be kept open evenings until the show ends next Saturday. Several firms that could not secure show space have done their best to remedy this by renting vacant stores on Wabash avenue near the Coliseum, and keeping their demonstrating cars lined up along with the trial cars of the firms having space in the show. Last year there was a lot of trouble over demonstrating cars which were not provided with Chicago license tags, the police arresting many drivers of tagless cars. This year the City Council was induced to issue an order embodying a special rule for show demonstrators. Special permits will be granted to exhibitors, and beginning this afternoon at 2 o'clock, when the show opens, the special tags could be secured from the show manager for \$1 instead of \$5, which privilege will be continued until 5 o'clock next Tuesday afternoon, after which the regular rate must be paid. Visitors from the East assert that demonstrators are allowed greater freedom during the show here so far as speed goes than they are in New York, and that the police keep a wary eye open for reckless drivers just the same.

The most important meeting of the week will be the annual gathering of the members of the American Motor Car Manufacturers' Association on Thursday at the New Southern Hotel. In addition the executive committee of the National Association of Automobile Manufacturers will meet, and the subject will be the mechanical branch of the Association of Licensed Automobile Manufacturers. The American Motor League is to hold a good roads convention on Thursday.

That at times all absorbing topic of discussion, the dustless road in its actual and ideal conditions, has for the moment been lost to view in the press of trade happenings, and with the memories of last season and other seasons before has become less of a theme for discussion than when its antithesis surrounded the traveler, a musty, cloud of billowing propositions, says the *Motor World*. It is a topic which is of the most important to the community, however, and one which the changing seasons should be permitted to obscure. Its temporary revival at this time under the stimulus of the report of California's highway commission is, therefore, by no means unwelcome, especially since this season of legislative incubation is one pregnant with the forces which are to make or mar the happiness of the motorist in the immediate future, wherever his interests may be touched upon. The use of oil upon the common earth road has come to be regarded pretty generally as not a satisfactory expedient for alleviating the dust nuisance. The oil surfacing wears out within a comparatively short time; the powdery dust cast up from the abraded surface of the road, though heavier than the ordinary dust and therefore less penetrating in its nature, yet works greater havoc wherever it rests, because of its oily nature, is more to be dreaded; the oiled surface, while good for light traffic, becomes clogged and rutted under the wheels of heavily freighted vehicles, and generally it may be considered as a poor success—according to the prevailing opinion.

The extended experiments which have been carried out in California have demonstrated that dust in no form has been brought to the attention of the public, however, they have brought out, first of all, the fact that the oiled surface under certain circumstances may become wholly successful and, second, that the reason that it has not been found so universally successful is that the oil employed has never been carried out in a suitable manner. The effect of the minerals in the surface, it is to be treated by a process which will remove the oil from the top and firmly cement together the particles of material into a hard and enduring road. As a result of the second discovery the composition of the oil used for different localities is varied in order to produce results which will be as satisfactory as well as satisfactory for the time being. The conclusions are at once interesting and enlightening. The subject of the oiled road is an attractive one to compare with the old road, and it is made to appear already existing. It would be a pity for its development to be abandoned as impractical before it had been given a thorough trial, which the chemical and physical as well as the purely mechanical characteristics were taken into account.

The Automobile Club of Turin has announced a six days touring contest to be held during the month of June. The contest is to be run in the spirit of the annual hill climbing event at Mont Cenis, which the Automobile Club of Turin has just won.

# LOZIER

## REASONS WHY!

- 1. Every LOZIER MOTOR CAR which our factory built in 1906 was sold and delivered to customers. Of this entire number not a single one is now for sale by the owner, unless it is for the purpose of purchasing another LOZIER.
- 2. Nearly all of these cars were sold in New York City, and still we do not know of a single one that the owner has offered in trade for any other car or is willing to part with. Read the second-hand dealers' advertisements, and you will not there find a LOZIER offered. There are two reasons why:—
- 3. FIRST—Because the LOZIER of last year proved so dependable that an owner has no reason for experimenting—and SECOND—Because the LOZIER, 1906 CAR was so far ahead of all others that it is still in 1907, so up to date that he sees no features in other cars to attract him or which his 1906 LOZIER does not already possess.
- 4. THE 1907 LOZIER is still one year ahead of them all. In addition to the numerous features of 1906, such as Nickel Steel I-Beam Axles front and rear—Hess Bright Ball Bearings—Four Speed Selective Type Transmission—Double sets of Spark Plugs and Ignition with Bosch High-tension Magneto—Multiple Disc Clutch—117-inch wheel base—30-inch wheels—Back Stop Safety Device—Platform Spring Suspension (3 rear springs)—and Device for Automatically Separating and Straining water and dirt from the gasoline—Etc., Etc., the 1907 LOZIER has WATER COOLED BRAKES (2 of them)—a CLUTCH SHIFT BRAKE which stops the whirl of the gears in changing speed, preventing noise and clashing—A Gasoline Gauge for gasoline tank—AND—all cars are fitted to receive the LOZIER CHAIN CASINGS, completely enclosing driving chains—NO OTHER CAR HAS THESE FEATURES.

- 5. THREE LOZIER CARS last season averaged 21,000 miles each with less than \$25.00 each for repairs (tires, of course, not included). WE HAVE THE PROOFS.

- 6. A BEAUTIFUL 1907 LIMOUSINE FOR IMMEDIATE DELIVERY. \$6,000—INCLUDING FULL TOURING BODY. \$6,500. TOURING CARS BEING DELIVERED DAILY. CALL AND SEE THEM.

- 7. TWENTY-FOUR 1907 LOZIER TOURING CARS ARE NOW ON THE ROAD IN THE HANDS OF USERS.

- 8. One 1906 LOZIER Demonstrating Car—Three 1906 Pope-Toledo Touring Cars and One 40 H. P. Viguet Limousine offering at attractive price.

THE LOZIER MOTOR COMPANY  
55th Street and Broadway. (Member A. L. A. M.)



## TWO CARS IN ONE

The Latest Creation of the  
Olds Motor Works.

Limousine and Touring Bodies Interchangeable on  
Standard Oldsmobile 40 H. P. Chassis

We can make immediate delivery of standard Oldsmobile chassis equipped with this limousine body, with delivery of touring car body following in the early spring.

The two bodies being interchangeable enables the owner of an Oldsmobile to have, in effect, two cars, the luxury and comfort of a limousine for cold and bad weather and the open touring car for summer use.

This limousine body is a triumph of the designer's art, beautifully finished, and upholstered and appointed in most luxurious style.

Oldsmobile Co. of New York,  
Broadway and 51st St.  
CUTTING & LARSON, Proprietors.

## GET A DEMONSTRATION while the roads are bad.

**1907 ROYAL TOURIST**  
Day—Night—and Sundays

over the worst kinds of roads, showing the WONDERFUL power and EASY riding qualities of the STRONGEST and most RELIABLE family car on the market.

The new ROYAL TOURIST is no freak, but is a good, HONEST, POWERFUL, STRONG and QUIET family car, built not too frail, but amply strong enough and not as heavy as a truck.

The workmanship and materials are the very best money can obtain, the design consists of the same old fundamental principles so long embodied in our former models, adding only a few sane improvements.

If you want a good, HONEST, ECONOMICAL car try a demonstration in a ROYAL TOURIST over the ROUGHEST, HILLIEST roads you can find.

Our factory is shipping us 3 TOURING cars and LIMOUSINES per week. Do you want one of them—if not

TAKE A DEMONSTRATION ANYHOW.

G. A. DUERR & CO., Inc., 2182-6 Broadway, N. Y.

## Aerocar

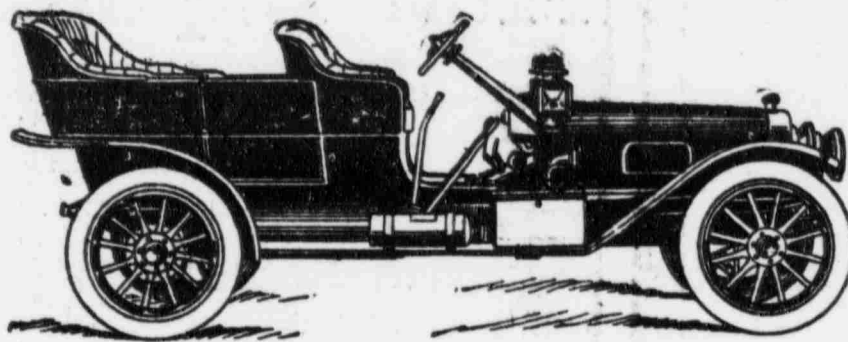
Make a note of every good point you are shown in the other cars: Then come and see them all in our new 1907 Model F Aerocar. You'll find it has in it everything worth having—a silent 40 H. P. water cooled motor, a simple effective transmission, a big roomy body, a fine appearance—every big thing and every little thing that is desirable.

30 horse power air cooled motor—4 passenger car - \$2,000  
23 horse power air cooled motor—runabout - \$2,000

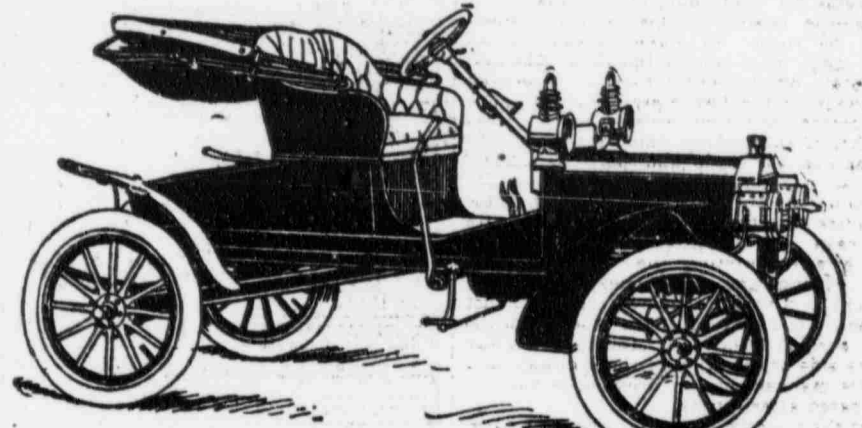
BROADWAY & 73D ST.  
A. M. ROBBINS, Mgr.  
STORRS & SHERWOOD  
Brooklyn Agents.

# FORD CARS

"SIXES" and "FOURS"



SIX-CYLINDER TOURING CAR.



FOUR-CYLINDER RUNABOUT.

## The "Reason Why" of Six-Cylinders

THE REAL BASIS OF SIX-CYLINDER POPULARITY among engineers and buyers is to be found in something more logical than that people like to conjure up more worry for themselves. Yet that is the burden of all arguments against "the year-ahead" type, by those who have only "four" to sell—and they are to be pitied rather than censured.

EVERY DESIGNER IN THE WORLD would prefer to build "one lungers" if his own convenience alone was to be considered. They did build them until the public got wise—and then educated the designer by demanding better. Next to a single, of course the "double" presents the fewest engineering problems—and the "four" comes next.

THERE IS ONLY ONE REASON IN THE WORLD why a designer like Mr. Ford has adopted the six-cylinder type. It was because, in his search for the nearest approach to perfection in an explosion engine—in his aim to produce a noiseless, vibrationless motor and one that would furnish ample power at slow as well as at high speeds; one that would almost if not entirely eliminate the gear-changing nuisance; and a motor that would live as long as such a machine should live—he found, as all other engineers who have gone as far have found, that only in the even torque of the six could these qualities be obtained.

MORE PROBLEMS FOR THE DESIGNER—but once these were solved the troubles of the owners are in inverse ratio to the number of cylinders. Idiotic arguments about "more cylinders the more trouble" impress no one—what cylinder or valve or ignition troubles does one have in a well-designed motor nowadays? Persons who advance such arguments must be as far behind in their general knowledge of the science as they are in recognizing the inestimable superiority of the six-cylinder car.

WE MAKE SIXES AS WE MAKE OTHER CARS—in larger quantities and more accurately machined—so as to eliminate the guess factor in assembling and testing—and so we need a larger market than the others. FORD PRICES create the Ford demand; the answer is—if you want one for early spring touring, order now or you may be disappointed. Others have been.

\$2,800

## "A DEMONSTRATION IS A REVELATION"

Price List of Lamps, Tops and other accessories for the asking.

# FORD MOTOR COMPANY

1721 and 1723 Broadway.

PHONE 4987-COL.

# Columbia

## Noiseless Electric Vehicles

Represent All You Could Desire in a Carriage for Town Use.

Individuality of Design, Quiet Elegance of Finish, Luxurious in Appointments, Simplicity of Operation, Dependableness in All Seasons.

Hansom, Brougham, Landaulet - - - \$4000 each  
READY FOR IMMEDIATE DELIVERY.

We would like to explain to you why there are more Columbias in use to-day than any other Electrics—why they are the choice of the most fastidious.

Call, Write or Telephone for a Demonstration.

PHONE NO. 4090 38TH STREET.

## ELECTRIC VEHICLE COMPANY,

134-136-138 WEST 39TH STREET, Opposite Metropolitan Opera House.

# FIAT

READY FOR DELIVERY

ONE 50 H. P. BERLINE  
by Rothschild, Paris.

ONE 35 H. P. LIMOUSINE  
by Rothschild, Paris.

ONE 20 H. P. LANDAULET  
by Binder, Paris.

ONE 35 H. P. LANDAULET  
by Demarest, New York.

## THE HOLTAN CO.

Broadway and 56th Street, New York.

Sole American Importers. Licensed Importers Under Selden Patent.

Agencies: HARRY FOSDICK CO., Boston;

DALLEY & BARROWS, Philadelphia; F. G. MINER, San Francisco.

## SEVERAL 1906 RAINIER CARS AT ATTRACTIVE PRICES

The immediate success and the magnificent showing of the 1907 Rainier has induced many owners of '06 Rainiers to trade in their cars for the '07 model. These are now offered for sale by us at very low prices, after having been overhauled and refinished, and carrying guarantees ranging from 6 to 12 months. They include a limousine, a landaulet and several touring cars, both 30-35 and 22-25 H. P. Also one runabout.

Remember, that a good second hand car is a better investment than a cheap new car. Look them over and try them.

THE RAINIER COMPANY, 8'way & 60th St., N. Y.

Autos: The Scarce Kind, Cheap! Largest stock of "QUALITY" Cars in Manhattan. Prices below any quoted elsewhere, and a complete factory at your disposal. DEMONSTRATIONS given.

Packards, Pierce-Arrows, Corbels, Locomobiles, Panhards (12 to 40 horse); Renaults, Rochets, Pope-Hartfords-Toledos, Deauville, Thomas (powerful), Hottelers, Acme's, Chevrolands, Locomobiles (10 horse); Brainers, Nationals, Peerless, Charrons, Gladiators, Volvos, etc.

Not one model only, but eight to ten of each. Owners anxious to realize, your chance.

All kinds of Limousines, Landaulets, Runabouts and Tonnesaus.

Broadway Automobile Exchange Buildings, 247-249 W. 47th. 1780-1782 Broadway.

Automobile Owners' Supply Depot Where supplies are retailed at wholesale prices. A visit will convince all and save you HUNDREDS of DOLLARS on your purchases.

1055 Broadway, between 51st and 52d Sts.

# C. G. V.

## REPAIR SHOP

Has changed its address to 549-551 West 59th St., where it will be permanently located. At this new address, much more space, greatly enlarged facilities, and an increased force of the most highly skilled workmen in the world will be at the command of our customers. This will enable them to enjoy a service even more efficient than that for which the C. G. V. REPAIR SHOP has been justly celebrated.

## "THE CAR AHEAD"

# Cartercar

- 5 Five passenger Touring Car, \$1400.
  - 2 Two passenger Roadster, \$1300.
  - Friction transmission.
  - Double-opposed motor—24 H. P. positively guaranteed.
  - 98 inch wheel base.
- Demonstrations Gladly Given  
**CARTERCAR CO.,**  
1697 BROADWAY.

I WILL SELL my 4 cyl. 1906 Pope-Toledo to a quick buyer at a great sacrifice. It is fully equipped and in fine running order; looks like new. HARGAIN, box 119 Sun office.

POPE-HARTFORD, 1906, good as new; caps top; speedometer, searchlight, generator, etc. cost, with extras, \$2,100; run three months; will sacrifice for \$1,800. HARTFORD, box 119 Sun office.

WILL SELL 1906 Pope-Toledo at a great bargain; this car is fully equipped and is in best possible condition. DEMONSTRATION, box 119 Sun office.

1903 MORRIS, 4 cyl. At running condition; this car cost, with extras, \$1,200; has top, glass front, searchlights, new tires, etc.; will sacrifice to quick buyer for \$600. OPPORTUNITY, box 119 Sun office.